

SECURITY INFORMATION

COUNTRY East Germany

REPORT

TOPIC Grossenhain Airfield

EVALUATION PLACE OBTAINED 25X1

DATE OF CONTENT 25X1

DATE OBTAINED DATE PREPARED 29 December 1952

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. 10 November 1952. There was no air activity at Grossenhain airfield. Visibility was limited to 2 km, the cloud base being at an altitude of about 800 meters. It rained. At 4:15 p.m., six swept-back jet fighter with auxiliary fuel tanks were parked at the southwestern end of the northeast - southwest runway.

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11 November. There was a closed cloud base at an altitude of about 600 meters. It rained, and the visibility was limited to about 1.5 km. Between 11 a.m. and 4 p.m., about 10 take-offs were observed. Shortly after the take-off, the planes zoomed and disappeared in the clouds. When the planes came in for landing, they flew very slowly out of the clouds and started a gliding approach at a great distance from the field. At 4:15 p.m., six swept-back jet fighters of the alert flight were parked at the runway as on the preceding day. Three additional swept-back jet fighters were observed in front of the fourth hangar as seen from the road to Elsterwerda.

14 to 21 November. The weather was usually hazy and foggy until noon. The alert flights were parked at their dispersal area.¹

2. On 11 November, about 40 cubic meters of round timber were stored at the spur track in the northwestern corner of the field. The logs were about 4 meters long and 25 cm in diameter. About 35 cubic meters of the timber were used in excavation work between 11 and 21 November. More excavations were made so that the number of construction sites was increased to 19 prior to 21 November.²

3. After 18 November, spruce trees, 1 meter high, were being put in the ground along the northern section of the runway at an interval of 8 to 10 meters.³

4. the last German laborers at the field were dismissed after 15 November. All of the Germans were allegedly suspected of espionage.⁴

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5. Between 17 and 30 November, no air activity was observed at the field. there must be another reason besides the bad weather. On 23 and 24 November, there was a closed cloud base, fog, and poor visibility. On 25 and 26 November, the sky was about 7/10 overcast. The weather was foggy on 28 November, and it snowed on 29 November. At about 3:50 p.m. on 30 November, MIG-15s covered with snow and six tank trucks were parked at the field. From 6 to 8 men stood around the tank trucks.¹

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6. Construction work was being done on shrapnelproof aircraft revetments, including four on the southern edge of the landing field parallel to the railroad line.²

7. At 1 p.m. on 19 November, four red lamps located in groups of two at the eastern edge of the field were observed beaming their light toward the east. Between the two groups, there was a large space about the width of the runway.

the four red lamps were turned off while four green lights flashed up at the same spots. At the same time, a searchlight was in operation at the outer edge of the southern corner of the field. It flashed up three times while rotating to the east or southeast. Subsequently, all the lights except two small red lights, one on the hangar and the other one on the smokestack of the paper factory, were switched off. In late November, six searchlights on masts about 3 meters high were erected along the northern edge of the landing field as far as a point about in line with the woods outside the field.⁵

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8. On 29 November, the lead-in of the radio installation along the road to Elsterwerda extended between the first and second masts into the southern building, while the lead-in between the second and third masts hung loosely, its end being coiled.⁶

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9. almost every day after about mid-November, several cars loaded with concrete plates, 1 meter square and 10 cm thick, were dispatched to the field.⁷

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10. No air activity was observed at the field between 13 and 15 November on 20, 21, and 29 November, and between 1 and 4 December.

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on 17 November, three swept-back jet fighters were counted at the field.⁴

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11. During the second half of November, large-scale construction work was under way on the shrapnelproof aircraft revetments just east of the hangars and east of the fuel dump on the northern edge of the field. Motor vehicles with drivers wearing black-bordered blue epaulets were observed at the field.²

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1. Comment. Grossenhain airfield is occupied by the headquarters of a fighter division and two fighter regiments. There was considerably less air activity at the field after the fall maneuvers and because of the unfavorable weather. The observations made on 10 November indicate that some pilots are apparently trained in instrument flying. On this day, instrument landings were probably practiced.

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2. Comment. Most of the shrapnelproof aircraft revetments are located in the northeastern section of the field.

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3. Comment. The trees probably are to mark the runway after a snowfall and possibly serve as auxiliary means for the pilots when estimating the altitude of the landing plane over the field.

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4.

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5. Comment. The landing lights were probably tested on this day. It is believed that the flight control station operates the red and green lights.

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6. Comment. The radio installation of three concrete masts is located at the main entrance to the field from the road to Elsterwerda.

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[REDACTED]

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7. [REDACTED] Comment. It is believed that these concrete plates are used for covering the floor of the shrapnelproof aircraft revetments. The arrival of such plates, each 60 x 65 cm and 10 cm thick, [REDACTED]. The plates are allegedly manufactured in the Rumerochr concrete moulding plant.

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